
Index 102-606 Two-Lane, Two-Way, Work Within the Travel Way-Signal Control

ORIGINATION

Date: May 26, 2020

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COMMENTARY

Sheet 1: Revised General Notes; Added Lane Closure Detail from Sheet 2 and New Detail for Side Roads Intersecting the Work Zone; Deleted Conditions; Renamed Index.

Sheet 2: Revised Lane Closure (without intersection) Detail and Moved to Sheet 1; Deleted Sheet.

Sheet 3: Deleted Sheet.

Sheet 4: Deleted Sheet 4 and Relocated Details to New Index 102-680..

COMMENTS AND RESPONSES

BLACK = Internal Review Comments **RED** = Standard Plans Response

Name: Edgar Munoz

Date: August 17, 2020

COMMENT: A distance of 80' to 150' is given from the temporary signal to the stop bar for the "Stop Here On Red" sign. Why? The sign should be at the stop bar, no need for the distance. This distance conflict with the dimensions given for the taper. The taper length is 100' from the signal to the shoulder edge, but the stop bar should be offset from this end of the taper making it around 110' (dimension not provided). That does not agree with the 80' given for the sign that should be next to the stop bar.

RESPONSE: *The intent of the detail is to have the 24" Stop Bar and "Stop Here On Red" sign aligned with each other. However, agreed that the dimensions for length of taper do not work well with the sign/stop bar spacing.*

Change Made: *For consistency with other Indexes and the MUTCD, the taper across the lane will be changed to 50-100', the taper across the shoulder will be 1/3L, and the Stop Bar (and associated sign) will be located at the end of the shoulder taper.*

Date: 8/19/2020

Name: K. C. Jones

Date: August 21, 2020

COMMENT: The spacing of channelizing devices in the taper section may be notated - limited to 10' maximum. This is for enhanced safety similar to spacing at business entrances per 102-600 sheet 9/11.

RESPONSE: *Comment is acknowledged. The Department will continue to monitor innovative and new ideas for implementation within the Standards. It is unknown what affect the additional devices may have, if any; therefore, it will not be standardized at this time.*

No Change

Date: 8/22/2020

Name: D5

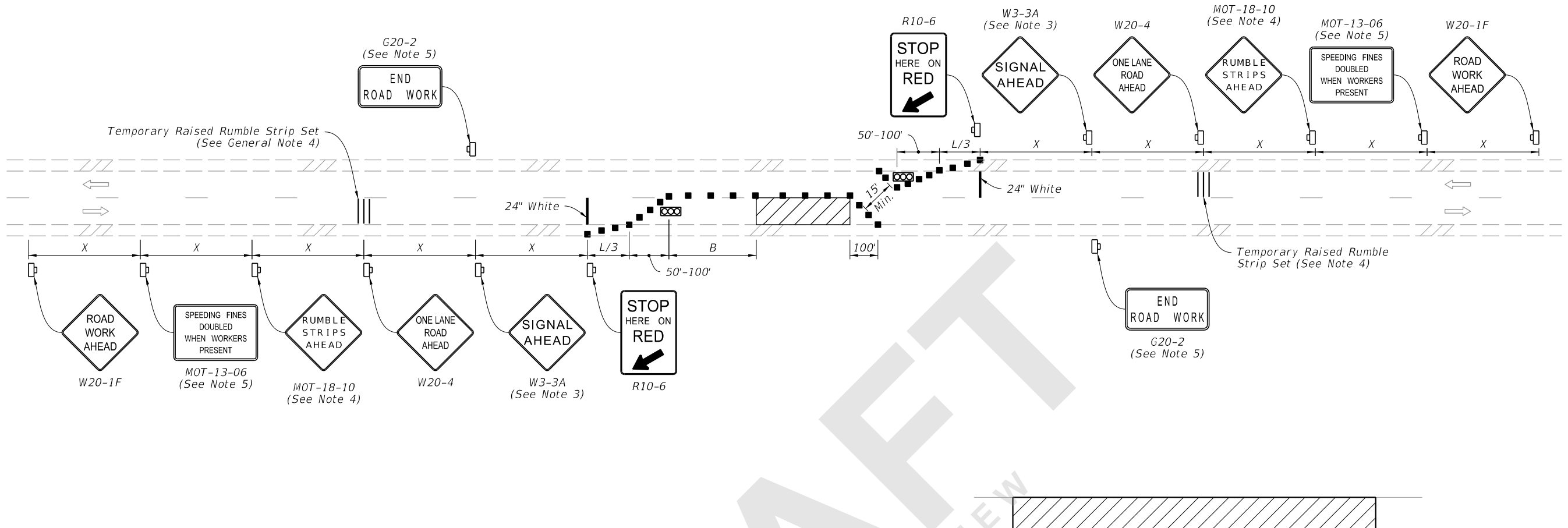
Date: August 21, 2020

COMMENT: Not sure why we are deleting details related to side streets and bridges. We just had both of these used recently in a production set of plans. Recommend that the details should remain.

RESPONSE: *Separate details for use across a bridge are not needed. The application as shown would be sufficient. Consideration should be given to the location, geometry, and length of bridge to determine the best location for the temporary signal; however, those same considerations are needed for all applications (not just bridges). The old details were created under the assumption that for short bridges, were there likely will be no shoulder, placing the signals off the bridge would be necessary. This not true for all bridge. As for Intersections within the work zone, an additional detail is included. Use of a signal for side roads/intersections is not supported in the Index, if appropriate, the proper details would be required in the TTC Plans.*

No Change

Date: 8/23/2020

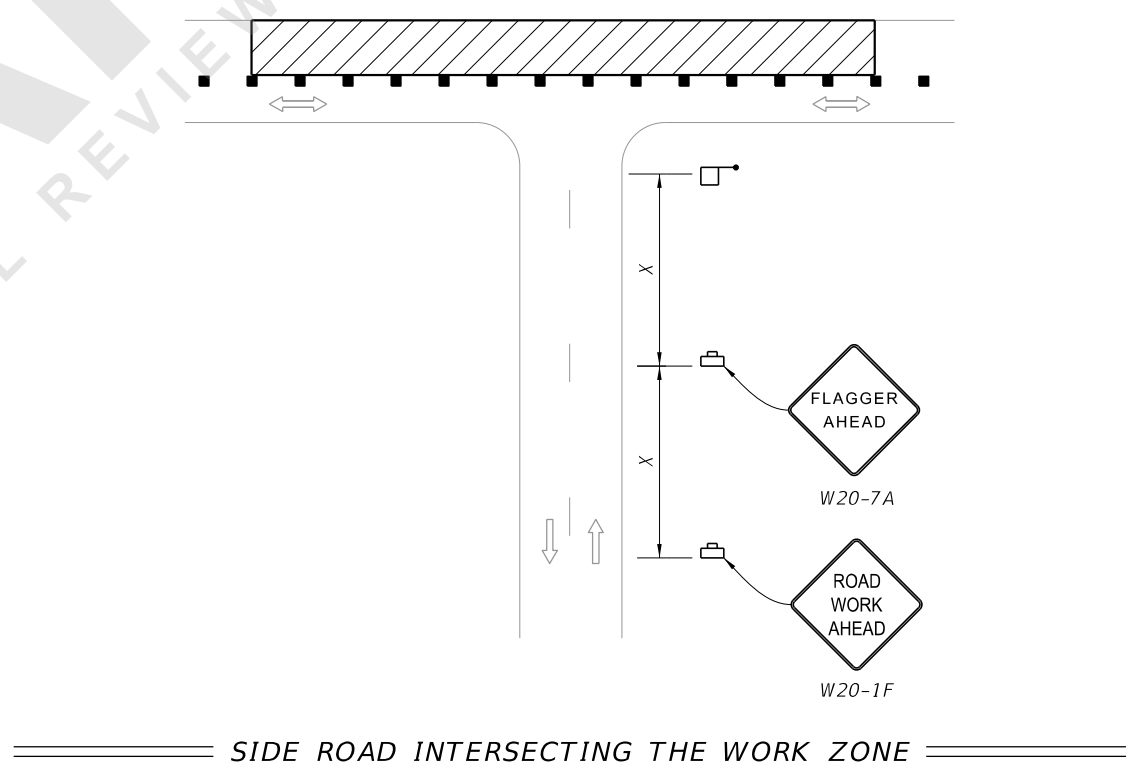


NOTES:

1. L = Taper Length
B = Buffer Length
X = Work Zone Sign Distance
See Index 102-600 for "L", "B", "X", and channelizing device spacing values.
2. District Traffic Operations Engineer must approve the installation and timing of temporary signals prior to beginning of work. Adjust timing based on changing field conditions as approved by the Worksite Traffic Supervisor. Obtain approval from the District Traffic Operations Engineer for any timing changes that are either reoccurring or last longer than 24 hours.
3. Optionally, use "Signal Ahead" signs with symbols (W3-3) instead of "Signal Ahead" signs with text (W3-3A).
4. Use temporary raised rumble strips in accordance with Index 102-603.
5. The "Speeding Fines Doubled When Workers Present" signs (MOT-13-06) and "End Road Work" signs (G20-2), along with associated work zone sign distances, may be omitted when the work zone will be in place for 24 hours or less.
6. For the maximum distance between temporary traffic signals, do not exceed the distance at which the temporary traffic signals can safely communicate. When the distance temporary traffic signals is greater than 0.25 miles, use a combination of a pilot vehicle and manually-controlled temporary traffic signals.
7. Monitor temporary traffic signals by having one or more workers present during operation. In the event of a temporary traffic signal failure, use flaggers to control traffic.
8. If the work encroaches on a marked bicycle lane or rideable shoulder, close the lane or shoulder in accordance with the Plans.

SYMBOLS:

- Work Area
- Channelizing Device (See Index 102-600)
- Lane Identification and Direction of Traffic
- Temporary Traffic Signal
- Work Zone Sign
- Flagger



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| LAST REVISION 11/01/20 | REVISION | DESCRIPTION: | | FY 2021-22 STANDARD PLANS | TWO-LANE ROADWAY, LANE CLOSURE USING TEMPORARY TRAFFIC SIGNALS | INDEX 102-606 | SHEET 1 of 1 |
|---------------------------|----------|--------------|--|------------------------------|-------------------------------------------------------------------|------------------|-----------------|